The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1286. 光緒二十五年七月初六日 FRIDAY, AUGUST 11, 1899. 禮拜五 香港英華八月十一號 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP) ..... Yen 12,600,000
RESERVE FUND ..... " 7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 1st August, 1899. [382

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 29th May, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $10,000,000
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,
A. Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Keswick. | E. Shellim, Esq.
A. McConachie, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.

MANAGER:
Shanghai—P. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 6th June, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months.
4% " " 6 "
5% " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital ..... £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Ho Chuen, Esq.
D. Gillies, Esq. | J. T. Lunn, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed.

Hongkong, 29th May, 1899. [8

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL.	REMARKS
JAPAN, &c.	*Canton**	C. F. Lockston, R.N.R.	Daylight, 13th Aug.	Freight or Passage.
LONDON	*Manila*	R. L. Haddock, R.N.R.	About 17th August.	Freight or Passage.
SHANGHAI	*Bengal*	S. Barcham	About 18th August.	Freight or Passage.
LONDON, &c.	*Parramatta*†	A. Symons	Noon, 19th August.	Freight or Passage.
JAPAN	*Rosetta**	C. C. Talbot, R.N.R.	4 P.M., 19th August.	Freight or Passage.
LONDON	*Bombay*	G. M. Montford, R.N.R.	About 24th August.	Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th August, 1899. [5

CLUB WHISKY
IS THE BEST.

$12.00 ... ... PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20

AQUARIUS.
"A PERFECT TABLE WATER."

Telephone 75.

		Allowance for the Empties when return to our Godowns.	Net Price.
Per 1 Dozen Quarts	$2.50	$1.00	$1.50
Per 1 Dozen Pints	1.75	0.75	1.00

"There is no teaching in all the wide world of hygiene so valuable as the "inculcation of the idea that typhoid fever is a water-borne disease. Excluding a not common liability to the air-diffusion of its germs, we acquire this "ailment undoubtedly from water directly, or from milk which has been "[illegible] polluted water. Pure water means practically the abolition of "both typhoid fever and cholera. Our safety abroad is to drink a pure "Mineral Water only."—(Dr. Andrew Wilson in the "Illus. London News.")

CALDBECK, MACGREGOR & CO.,
15, Queen's Road. GENERAL MANAGERS.

Hongkong, 8th July, 1899. [15

HONGKONG HOTEL.
BOARD AND RESIDENCE.
On Monthly Terms from 1st May, 1899.

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

LADIES,
We can always well supply your every need from day to day.
If you doubt it, come and try at
"WHITELEY'S OF THE FAR CATHAY."
Ex. "FORMOSA."
New Millinery, &c., Latest Novelties in Ladies Apparel.

W. POWELL & Co.,
Immed. Opposite P. O., 1st floor.

Hongkong, 29th July, 1899. [97

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF-LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT ..... THOS. SKINNER

27] DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,356 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.

Hongkong, 4th January, 1899. [28

HOTEL ORIENTE,
MANILA.

THE Public are informed that this FINE and COMMODIOUS HOTEL is To-day entirely under ENGLISH MANAGEMENT, and is now on a par with the best managed Eastern Hotels. All the latest improvements and conveniences have been added to the building, including Electric Light throughout.

The Premises are specially constructed for the tropics, and every attention is paid to the Comfort and Convenience of Guests.

Cuisine of the best, and Prices Moderate.

A First-Class Livery Stable is attached to the HOTEL. [804a

WE BELIEVE YOU'LL LIKE
SCHLITZ LAGER BEER,
Of course you can live without drinking Beer but if you do drink it, better get SCHLITZ.
WATKINS—SOLE AGENTS.

SCHLITZ BEER is not made of Wit, Humor and Pathos, but they are all in it,
APOTHECARIES HALL.

Hongkong, 10th August, 1899. [14

THE PHARMACY.
HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER—
TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23]

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on MONDAY, the 21st August, 1899, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1899, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 21st August, both Days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, 29th July, 1899. [978a

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 21st August, at 3 o'clock P.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 21st August, both days inclusive.

By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.

Hongkong, 31st July, 1899. [1000a

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1899.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 29th July, 1899. [979a

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER of SHARES of the Corporation will be CLOSED from SATURDAY, the 5th to the 19th day of August, (both Days inclusive), during which Period NO TRANSFER of Shares can be Registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 29th July, 1899. [980a

LOST.

LOST from the GOVERNMENT CIVIL HOSPITAL a Half Grown SIAMESE CAT, anyone returning the same will be REWARDED.

FRANK BROWN.

Hongkong, 2nd August, 1899. [998a

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM

Hongkong, 1st September, 1897.

Intimations.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the COMPANY'S OFFICES, Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 26th day of August, 1899, at 12 o'clock NOON, when the SUBJOINED RESOLUTION will be proposed.

Should the Resolution be passed by the required majority, it will be submitted for confirmation as a SPECIAL RESOLUTION to a SECOND EXTRAORDINARY MEETING which will be subsequently convened.

1.—That the Capital of the Company be increased to the Sum of $600,000 by the issue of 30,000 New Shares of $10 each which shall be considered part of the Original Capital and be subject to the provisions in the Articles of Association contained with reference to CALLS; transfer, transmission, lien, surrender, cooling power and otherwise and that the Directors be authorized to issue such New Shares at par.

2.—That the said New Shares be offered to the persons who on the 16th day of September, 1899, shall be the Registered Members of the Existing Shares in the proportion of a New Share for each Existing Share held by them.

By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 9th August, 1899. [1018a

WANTED, as GOVERNESS, a well Educated Young Lady.
Apply, with full Particulars, to
R.M.,
Care of this Office.

Hongkong, 9th August, 1899. [1019a

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE,
Elgin Street, Kowloon.

Hongkong, 3rd May, 1899. 6102

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 26th May, 1899. [18

To be Let.

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to
Compradore Office,
E. C. HOCHAPFEL.

Hongkong, 23rd March, 1899. [398a

TO LET UNTIL JUNE 1900.

AT PRAYA CENTRAL—Whole or Part of Rooms formerly occupied by the INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

Single Rooms from $20 upwards. Apply to the
MANAGER or SECRETARY,
At No. 2, *Praya Central.*

Hongkong, 11th July, 1899. [904a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)

PROPERTY lately occupied by the Bowrington Saw Mills.

GROUND FLOOR, 52, PEEL STREET.

OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st June, 1899. [12

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H.",
c/o of this Office.

Hongkong, 17th May, 1899. [664a

Notice of Firm.

NOTICE.

MR. C. ABDAOLA being about to leave for Bombay, Mr. FAZUL RAHIMBHOY will conduct the business and Sign the Name of our FIRM in China from This Date.

C. ABDOOLA & Co.

Hongkong, 5th August, 1899. [1007a

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. O'BRIEN.

To-day's Advertisements.

Intimations.

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*, and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for advertisers [illegible]

Intimation.

BIRTHS.

At Nanyang College, Sicawei Road, Shanghai, on the 4th of August, the wife of JOHN C. FERGUSON, of a son.

On the 6th of August, at No. 5, Peking Road, Shanghai, the wife of H. DU FLON HUTCHISON, of a daughter.

DEATH.

IDA COATS, on the 6th of August, at Shanghai. Services were held at the Crematorium on the 7th of August, at 6 p.m.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 11, 1899.

NOTES AND COMMENTS.

AN OBJECT LESSON.

Nearly a couple of years ago we took the trouble to point out to the Authorities the utter inadequacy of the appliances for extinguishing an outbreak of fire on the Kowloon Peninsula. We called attention to the fact that good roads existed and that all the buildings could be reached by an engine drawn by horses and suggested that a properly equipped engine should be stationed on the Peninsula and horses provided for it. As was only to be expected, the Authorities either could not or would not see the force of our remarks, and Kowloon was left with one Government fire-engine, a small manual, only equipped for coolie-draught, and stationed at Yaumati.

This small engine turned up at the fire at the Hunghom Docks last night, it is true, but it was so late in arriving that it was practically useless, the fire having been already got under control as much as was possible, by being prevented from spreading. Had not the *Loosok* been in dock at the time and the dock still full of water, it is more than probable that a great part of Yau-ma-ti as well as nearly the whole of the valuable plant owned by the Dock Company would have been destroyed. What such a disaster would have meant to the Colony it is not difficult to imagine. The Dock Company is one of our most important institutions. The Colony is dependent upon its trade; the trade is dependent upon the shipping and the shipping is in a great measure dependent upon our Dock Company, for without large docking facilities Hongkong could never have attained its present important position.

Yet the Authorities do not appear to have appreciated this fact and have left the Docks dependent upon their own appliances for the control of fire to a most dangerous extent, for, as we have shown in our report of the Dock fire, the Yau-ma-ti engine was practically useless and the floating engine was laid up and so was not available. The Authorities should also remember that within the last few years the importance of Kowloon has advanced by leaps and bounds. The *Hunghom* Docks, the Cosmopolitan Docks the Kowloon Godowns, the Kerosene Oil Store, the Cement Works and several other important business undertakings are established upon the Peninsula. The Government have the Torpedo Depot there and large stores of Government coal. The European residences of Kowloon are daily being added to and the villages of Hunghom and Yau-ma-ti are rapidly developing from the few scattered hovels of ten years ago to thriving centres of population. Yet for the protection of all this valuable property against fire all that is provided is a miserable little manual fire-engine, little better than a toy squirt, and for which no horses are provided, and a floating fire-engine that, as we have seen, is liable to be out of working order when required.

One fire-engine for so large a district is an absurdity when the valuable interests concerned are taken into account, and the fact that the efficiency of that engine should be rendered a minus quantity for the want of the expenditure of a few dollars per annum on the upkeep of horses for it is little less than a scandal. In Hongkong, it is true, horses for the fire-engines would be of little use. The hills are too steep to be negotiated by them and the fire-engines are scattered about the town sufficiently to be available at any particular spot within a comparatively short time of an alarm of fire being given. In Kowloon, however, matters are very different. Distances between different points are long and, there being practically no hills to negotiate, horses would be most useful, for there is no building to which they could not draw an engine. We would also like to point out that want of water can be no excuse. This could have been pleaded in former days, before the construction of the Waterworks, but now the inhabited portions of the Peninsula have an excellent water-supply, barring when it is cut off by the vagaries of the P.W.D., and all that is needed is an efficient engine capable of being rapidly moved from one part of the Peninsula to another. If any objection exists to horses, motor fire-engines are to be obtained, we believe, and would probably be more useful still.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE TRANSVAAL DIFFICULTY.

LONDON, August 9th.

Col. Plumer and eight officers have arrived at Bulawayo near which a special camp is being formed.—

Mr. Chamberlain in the House of Commons said there was some truth in the statement that several regiments had been ordered to hold themselves in readiness to embark for Natal.

The Volksraad has passed an amendment to the Constitution requiring all inhabitants without distinction to assist in the defence of the state in case of war.

CRICKET.

The Australians have beaten Warwickshire by nine wickets.

PARLIAMENT.

Parliament has been prorogued. The Queen's speech says that the position of British subjects in the Transvaal is inconsistent with the promises of equal treatment upon which the granting of the internal independence of the state was founded, and that the unrest caused thereby is a constant source of danger to the peace and prosperity of my dominions in South Africa. The negotiation with the Transvaal are still proceeding.

[From Japanese Papers.]

MEETING OF WAR COUNCIL.

TOKYO, August 2nd.

A special meeting of the Supreme Council of War was held in the Imperial Court at 10 a.m. to-day, in the presence of his Majesty the Emperor. There were present Marshal Prince Komatsu, Marshal Marquis Oyama, Marshal Marquis Yamagata and Admiral Marquis Saigo. The subjects considered were the organisation of Artillery and Cavalry brigades.

SECULAR EDUCATION IN JAPAN.

TOKYO, August 2nd.

The Regulations relating to the control of private schools will shortly be anounced. It is stated that the provisions restricting religious teaching therein have been struck out.

An instruction has been issued to-day by the Minister of Education to the Governors of various prefectures to the effect that in the middle schools, higher female schools and elementary schools, under the control of the Government or other public authorities, which are established for the purpose of giving national education, as well as in those private schools which are appointed by the Minister of Education for such purposes, no religious instruction shall be allowed to be given, nor religious ceremony to be performed.

THE "NUNOBIKI-MARU."

CAPTAIN'S BOAT FOUND EMPTY.

TOKYO, August 2nd.

A Shanghai dispatch of the 30th ult. to the Government states that the boat in which the Captain, four passengers, and eleven members of the crew left the *Nunobiki-maru* when she went down, was found on the morning of the 29th ult., but it was empty. It is feared that all its occupants are drowned.

THE SPECIE BANK.

TOKYO, August 2nd.

The Tientsin branch of the Specie Bank opened business yesterday, and the head office at Yokohama commenced to sell exchange bills on Tientsin. The rates are 71¾ taels on demand and 72¾ taels for ten days's sight, about 3½ taels cheaper than for Shanghai.

THE CHARGE AGAINST A VISCOUNT.

TOKYO, August 2nd.

Viscount Sakai Chuyu, charged with fraud, has been found guilty by the preliminary examination judge and committed for public trial on a charge of forging official documents and promissory notes. His bail has been cancelled and he is now in prison.

WEATHER REPORT.

The Observatory report says:—

On the 11th at 11.55 a.m. Barometric changes are unimportant. A depression lies in the Sea of Japan, and pressure is highest over the China Sea. Gradients continue slight for S. winds in S. China. FORECAST:—Light or moderate S.W. winds; showery.

LOCAL AND GENERAL.

THE Italian cruiser *Etna*, with the Admiral on board, left Shanghai on the 3rd instant for Nagasaki.

THE *Bangkok Times* says that the paddy crop in Siam, this year, is in a bad way owing to persistent drought.

ONE hundred and forty-one deaths were registered at Singapore during the week ending the 29th July. The ratio per thousand was at 48 [illegible]

SHANGHAI papers state that H.M.S. [illegible] now at [illegible] have received orders to proceed [illegible] the Cape [illegible]

AT Batavia, several sportsmen have taken steps to lay out a race-course. Help from influential quarters is assured them. The King's Plain is the chosen spot.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 p.m. to 9.30 p.m.

March	Violetta	Masi
Clarionet solo	Alvanian	Thiere
Valse	Santiago	Corbin
Selection	Les Cloches Corneville	arr. Godfrey
Song	Cradle Song	Lange
Barn Dance	Boston Bells	Godfrey

God save the Queen.

AN Aquatic Entertainment will be held in the V. R. C. bath on Tuesday, 16th inst., commencing at 5.30 sharp. Ladies are cordially invited by the Committee. The following is the programme:—

1. Team Race (4 teams).
2. Running Header from the Spring Board.
3. Water Polo.

IN the *New York World*, of 8th July, we note that under the heading of "A Friendly but Impartial Summary: an English Newspaper at Hongkong tells the Plain Truth about McKinley's War without Passion or Prejudice," our leader of the 30th May last, dealing with the Philippine question and the refusal of the Filipinos to accept the terms offered them by the American Peace Commissioners and in which we expressed the opinion that "Had matters but been left in the hands of Admiral Dewey we do not for a moment believe that things would have come to such a pass," appears in extenso.

JOURNALISM in Formosa does not appear to be all "beer and skittles" as our American cousins say, as the following clipping from a recent issue of *The Formosan* will show:—

Apology.—We regret that owing to the illness of our compositor, and the impossibility of getting a man to do his work, we were unable to bring out our last Saturday's number, and must ask subscribers to kindly make allowances for these difficulties and excuse our shortcomings. We can only say we will always do our best to get the paper out on time, and if, on any occasion, we do not, it will be due to causes entirely beyond our control. No doubt subscribers know something themselves of the difficulties whereof we speak.

FIRES AT KOWLOON.

OUTBREAK AT THE DOCKS.

Shortly after eight o'clock last night the inhabitants of Kowloon were startled by a prolonged blast upon the well-known Hunghom Dock whistle, followed a few minutes afterwards by a second, and, on running out to see what was the occasion of this untimely tooting, were surprised to see a glow in the sky over the docks, while the shouts of coolies were heard across the waters of Hunghom Bay. It was evident that a fire of some magnitude had broken out and rickshas soon commenced to run wildly off to Hunghom carrying spectators and Dock employes who had become aware of the outbreak.

It appears that the fire originated in one of the stores situated between Nos. 2 and 3 Docks, in which a quantity of oakum was stored, and, the fire spreading quickly obtained a firm hold on the building and threatened to be a very [illegible]. The whole of the Dock staff were shortly on the scene of the conflagration and the manual fire-engine belonging to the company was got to work, but without much effect. It luckily happened that the steamship *Loosok* had just been docked in No. 2 Dock and the dock was then being pumped out. Pumping was immediately stopped and the fire hose from the steamer was rigged and commenced playing upon the burning building, the roof of which had collapsed. A bucket brigade also did some good work, but the fire was too big for the extinguishing appliances at hand to have much effect.

As soon as the outbreak was discovered a telephone massage was sent from Hunghom to the Police Station at Tsim-tsa-tsui asking for assistance, but, unfortunately, the floating fire-engine had been hauled up on the slip for repair and overhaul, and, her machinery being all to pieces, she was not available. Some delay occurred in getting the fire-brigade off too, and it was not until the fire had been under way for some time and was practically under control that the men arrived on the scene. Attention was then turned to preventing the spread of the fire and, at about midnight, it was practically extinguished.

The small manual fire-engine stationed at Yau-ma-ti was sent to the scene of the fire, but owing to its having to be drawn by coolies and the fact that it got bogged just after passing Gun club Hill it was not in time to be of any material assistance.

The Dock Company are to be congratulated upon their good fortune in having the *Loosok* handy at the time of the fire, and, her captain, officers and engineers are deserving of much praise for the great assistance rendered by them with their fire hose, without which it is only too probable that the fire would have been of considerably greater extent. In the block of buildings in which the fire originated is situated the kerosine store and also the office, with fifteen years' accounts and books kept in it. Owing to the energy displayed by Mr. Wilkie and his staff the office was speedily cleared of its contents and the valuable accounts, specifications and records of divers descriptions saved. The kerosine store was only separated from the fire by one room and had the oil become ignited there is no saying to what extent the fire would have spread. In all probility the burning oil would have ignited other buildings than the one burnt out, and, running down over the water, set fire to the crowds of junks congregated in the vicinity of the Docks, from which the fire would most likely have spread to the village of Yau-ma-ti and done irreparable damage to property.

The extent of the damage wrought by last night's fire cannot be accurately ascertained until such time as accounts have been gone into and the value of the destroyed stores obtained from them, but a rough estimate puts the loss at about twent-five thousand dollars.

ANOTHER FIRE.

At one o'clock this morning another outbreak of fire occurred on the Peninsula, a wooden building occupied as a dried fish establishment taking fire and burning right out. The Yau-ma-ti engine was away at the Docks and so no assistance was forthcoming. The damage is estimated at about six hundred dollars.

THE PLAGUE.

Cases reported to 10th instant	1,365
Do. do. during past 24 hours	[illegible]
Total	1,367
Deaths reported to 10th instant	1,308
Do. do. during past 24 hours	[illegible]
Total	[illegible]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The following is the report of the Board of Directors of the Hongkong and Whampoa Dock Company, Limited, to the ordinary half-yearly meeting of shareholders, to be held at the officers of the Company, Queen's Buildings, Hongkong, on Monday, the 21st August, 1899, at 3 o'clock p.m.:—

To the Shareholders of
THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

Gentlemen,—The Directors have now to submit to you their Report, with a Statement of Accounts for the half-year ended 30th June last.

The net profit for the six months, after paying interest due and all charges, amounts to		$803,247.78
to which has to be added the balance brought forward from last Account		92,194.75
		$895,442.53
and from this have to be deducted—		
Directors' Fees	$7,000.00	
Auditors' Fees	750.00	
		7,750.00
leaving available for appropriation		$887,692.53

The Directors recommend that a dividend for the half-year of 8 % or $125,000, and a bonus of 12 % or $187,500, aggregating $312,500, be paid to the Shareholders, a bonus of $20,000 to Contributing Shareholders, that the sum of $100,000 be added to the Reserve Fund, that $72,458.61 be written from the value of the Kowloon Docks, $12,429.50 from the Cosmopolitan Dock, $4,500 from the Steam Launches, and the balance $365,804.42 be carried forward to the new account.

The six months now under review have been the busiest in the annals of the Company, as we have docked a much larger tonnage, executed an immense amount of repairs, and constructed a largely increased number of new vessels.

The returns given are very interesting as shewing the large extension of business that has taken place; in fact, it has been a period of unprecedented activity. Furthermore, gratifying evidences are now being afforded on every hand that in the near future the construction of new vessels will form an important department of the Company's business.

The reconstruction and improvements on the Docks and Workshops referred to at our last yearly meeting have not progressed so fast as we anticipated, chiefly on account of our hands having been so full of other business; however, part of the works are practically completed and we hope to have the remainder well advanced by this time next year.

The Hon. J. J. Bell-Irving having left the Colony, Mr. E. S. Wheallee has been appointed Chairman for the current year.

E. S. WHEALLER,
Chairman.
Hongkong, 10th August, 1899.

HONGKONG WATER POLO SHIELD COMPETITION.

FIXTURES.

Wednesday, 16th.
V.R.C. (B team) *v.* R.A. 38 Co. S.D.

Thursday, 17th.
R.W.F. (A team) *v.* R.A. 25 Co. E.D.

Friday, 18th.
Kowloon *v.* R.E. (B team).

This round leads the winners to the semi-final.

MUD FLAT NORTH.

Day by day has added little scraps of evidence to my information in regard to the treaty, which is not made untrue by reason of the doubts cast upon it, or by the Japanese denials which were to be expected. I am not in a position yet to say that this has been done, or the other not been done—and probably shall not be for some time yet, if ever. But everything tends to confirm the great fact that China has made another of those secret treaties which mark an important era in this country, and beside this fact, details are insignificant. The admiral has left the North, and his place will probably shortly be taken by Marquis Ito, who, it is said will again visit Peking to tender advice to China. The Russians here are rampant over the news of the treaty getting out and public opinion backing the odds in favour of Japan. Their annoyance is confirmation, if anything of what has been stated. The Chinese Government are evidently in a desperate hurry to get some money into the Treasury by every means in their power, and are issuing instructions to every provincial department which can be made to pose as debtor to "pay up." A number of officials in Peking have been suddenly taken unwell, and applications for sick-leave or resignation have been pouring into the various boards in such numbers as to arouse the Empress Dowager's indignation, and she has now issued a notification that any official asking for leave or to retire who is not really and seriously ill, be severely punished. The fact that so many are seeking to win clear out is quite proof enough that something of an exceptional nature is on foot. One of the latest pieces of news privately imparted to me was that a special envoy will shortly be despatched to England to make some private agreement in that direction, but of what nature I do not know. By the mail just to hand I see that the Vienna correspondent of the *Standard* makes allusion to an alliance between China and Japan as being very probable; and that was six weeks ago. Now, of course there are many Chinese who tell us they knew all about it three months ago.

A branch of the Yokohama Specie Bank opens here to-morrow and the manager's circular has been sent round in very good style. This branch indicates an expectation of greatly increased trade between this country and Japan, or is regarded as necessary for other purposes in view of approaching events. The Japanese Consulate is now one of the best Consular buildings here, and is still being improved.

The Chinese men of war, including the new boats lately arrived from Germany and England, lying at the Bar number ten vessels, at least three of which are fair sized boats of about 3,000 tons each, carrying some 17 guns and between three and four hundred men. There is some talk of Japanese officers commanding some of them. They are the *Fei-ying, Fei-ying, Hai-hua, Hai-ching, Hai-[illegible], Hai-lung, Hai-shen, Hai-yung, Hai-[illegible]* and *Hai-tien*.

Our late Consul, Mr. Scott, has gone and Mr. [illegible] has succeeded him. I don't know how long it is since there was a family at the Consulate, but it is some years I think and it is quite pleasant to hear children's voices ringing through the long garden that was never utilised in Mr. Scott's time. The new man is a quiet domesticated official apparently, but will probably be none the worse Consul for that. Mr. Scott had a consular [illegible] seldom [illegible] where [illegible] and he had the [illegible] dignity on public functions. But so kindly disposed was he towards all men and so loath to create difficulties by too decided and definite action, that he was nick-named in a kindly, good-humoured way, "compromise Scott," and laughed with the best at the appellation. Nevertheless there are times when it is not gratifying to be "compromised."

Detring, von Hanneken & Co. have, I hear, secured an order for pumps to get the water out of Tongshan mines to £12,000 in value! This means a nice little percentage of commission in the aforesaid pockets I suppose, and is altogether a snug little order.

The steam-ship companies have recently issued an express showing that all cargo will in future be remeasured here and at its destination, and all differences will be debited or credited to the shippers. I don't quite see the drift of the argument myself but presume, as the measurement is generally left to Chinese, that there has been some careless measurement somewhere by which the home lines have lost. Very little notice has been taken of the notification so far as I know.

NORTHERN NOTES.

(From Shanghai Papers.)

Accident to the "Chunking."

The C. N. Co.'s steamer *Chungking* whilst *en route* for Tangku fractured the crank-pin of her port engine. The voyage was completed with only the starboard engine and a speed of nine knots was maintained throughout. She docked in Messrs. Boyd & Co.'s dock at Shanghai on the afternoon of the 7th instant.

* * *

The Japanese at Foochow.

A native report states that the Magistrate of Min, Foochow, through an error, ceded a site north of the large bridge there, which was a Chinese trade centre, for the Japanese Settlement. On being pointed out the mistake, the Japanese Consul at that port refused to consider it on the ground that representation had been made to the Government and a change could not be made.

* * *

The Kerosine Trade.

The Shanghai Engineering & Dock Co., Ld., it is reported, has secured the contract for the building of a steamer 230ft. long by 35ft. beam to the order of the Standard Oil Company. She will be engaged on the Yangtze in the carriage of case kerosene. The same Company has the order for the construction of the Waterworks in Shanghai native city. The bulk of the plant has been ordered from Europe through the agency of Messrs. Arnhold, Karberg and Co., and the works are to be completed within twelve months.

* * *

Collision at Shanghai.

The O. S. S. Co.'s big steamer *Stentor*, when leaving the Associated Wharf at Shanghai on the afternoon of the 7th instant, on the ebb tide aided by a tug, parted her wharf check-line and consequently took a sheer, fouled the buoy to which she intended shackling and carried it away. Her anchors were immediately let go but before she was able to bring up she fouled the Japanese steamer *Tsukushi-maru* and damaged several plates. The *Stentor* received no injuries and was able to proceed to Japan when the flood made. The Company's buoy drifted down the river some distance and brought up by her cable somewhat in the fairway.

* * *

Trouble in Shantung.

The *China Gazette* learns that a telegram was received at Shanghai on the 6th inst. from the Tsinan-Fu, Shantung, to the effect that a serious disturbance broke out last week in the Tang district where a large number of banditti or rebels attacked the Imperial troops, and succeeded in killing the General in command. So serious was the *émeute* that provincial Governor Liu hastened to the scene with a large force, but by the time he reached it the rebels had dispersed. It is stated in the same telegram that the society known as the "Brethren of the Red Cross" numbers no less than 100,000 men in Shantung alone, and it is reported they attempted to capture the governor during his expedition to the Tang district.

* * *

Fracas at Pootung.

On the afternoon of the 7th instant a *fracas* took place over on the Pootung side at Shanghai which, but for the intervention of Mr. J. Jones and the foreign staff of the International Cotton Manufacturing Company's mill assisted by their Sikh and Chinese watchmen, threatened the safety of the Chinese village that has grown up between the said mill and Messrs. Boyd and Co.'s premises. Two barbers had a quarrel over a woman which resulted in each engaging a crowd of Chinese ruffians, numbering altogether a hundred, from Shanghai to settle matters. A fight ensued and one barber had his shop completely wrecked and himself severely mauled. Mr. Jones, seeing the disturbance, brought his men out and succeeded in capturing fourteen of the delinquents who were promptly bambooed and released with a caution. Had it not been for the foreigner's prompt action the place could have been fired, the ruffians having piled a quantity of combustibles in the upper storey of the barber's shop for that purpose. The remainder of the gang escaped and a strict watch was kept during the night to prevent any further mischief.

* * *

The Peking Syndicate.

We learn with much pleasure, says the *N.-C. Daily News*, that the Peking Syndicate is by no means asleep. An arrangement has been made with Messrs. S. Pearson & Sons, Ld., the great railway contractors, to undertake the whole work of the Syndicate in China, and they are to send out their own men and make the detailed surveys at once, and commence construction as soon as possible. This arrangement involves the reduction of the staff of the Peking Syndicate here, all the detailed work being taken over by the contractors, but Capt. Purvis will remain to represent the Syndicate here and Mr. Currie will probably stay on to accompany Messrs. Pearson's people into the interior. For British interests generally, as well as for those who are personally concerned in the success of the Syndicate, it is very encouraging to see that serious work on the concessions obtained in the North is to be begun at once [illegible]

Another Shanghai Fire.

A few minutes past one on the morning of the [illegible] instant a fire broke out [illegible]

degree, and it is to their quick and systematic action accompanied with an exceptionally abundant supply of water, there being three hydrants in close proximity and good pressure on the mains, that the fire was kept so well in hand. For the first half hour the flames were of the fiercest, but the tons of water told, and when once the brigades got the upper hand extinction soon followed, and by two o'clock huge volumes of smoke showed that danger was past. The Deluge Company had their engine on the scene and with it did valuable work. It seems, however, a pity that it is not fitted with a reducing coupling and extra suction hose for adjusting to the hydrants instead of the present system. With direct coupling it could with any pressure supply two powerful streams. The fire originated through the burning of joss paper, the ashes of the same igniting the staircase. One little girl, having her exit cut off, jumped from the window on to the roadway and sustained serious hurt, necessitating her removal to the Shantung-Road Hospital. In all, fourteen houses were burnt out and eight damaged; the property is said to belong to Messrs. Cushny, Smith, E. D. Sassoon, and David Sassoon, and is fully insured. Of the contents, however, only three occupants are covered by insurance. The fire was on the same ground which was covered by the great fire in October '97. Some firemen narrowly escaped serious injury from the falling of a metal signboard which had been hanging across the road. It fell within a few feet of one of the firemen, several others having just before stepped aside. Some years ago the Council decided that no more of these metal signboards should be put up across the road, but it seems the order was disregarded at least in this case. The last of the firemen did not get away until after four o'clock. A Chinese detective in plain clothes was busy investigating the origin of the fire soon after its commencement, when a foreigner, who possibly had some interest in the house the Chinese visited, mistook him for a thief, pummelled him and had him taken into custody, and it was with difficulty, and not until reaching the Station, he could make the foreign constable understand he was a member of the Force.

THE LOSS OF THE "NUNOBIKI-MARU."

NARRATIVE BY A SURVIVOR.

The *Osaka Asahi* publishes an account of the loss of the steamer *Nunobiki-maru* from information furnished by the chief mate and chief engineer, who were in the boat that was rescued by the *Kiukiang*. The *Nunobiki-maru*, it is stated, left Nagasaki early on the morning of the 19th ult. for Formosa. Mr. Hayashi, formerly a member on the staff of the *Maimichi Shimbun* of Tokyo, was on board on behalf of the owner. The crew of the steamer consisted of thirty-four, including the Captain, in addition to four passengers. On the morning of the 21st the vessel encountered a storm, and after a time the engine-room was flooded and the fire under one of the boilers was extinguished. While the men were endeavouring to relight the fire, the vessel shipped another sea, swamping the 'tween decks, and it was seen that the vessel's position was very dangerous.

Under the circumstances the men set about preparing the boats to leave the steamer. One boat out of the four was, however, smashed by a heavy wave and washed overboard. The other three, however, were safely launched. In one boat the second mate, with 10 sailors and firemen left the steamer; in the second boat (which has not yet been picked up) the Captain and 15 others (including the four passengers), and in the third boat the chief mate and 12 seamen.

The boats made for Shanghai, and fortunately the wind was favourable and the land was gradually approached. Between noon of the 21st and the afternoon of the following day, the first and second boats disappeared. The third boat had only two cases of biscuits on board and its occupants began to despair by reason of fatigue, fear and hunger. For some forty hours they drifted helplessly. On the morning of the 23rd the wind abated and the sea went down, and as the water was found to be muddy, it was thought they were near the mouth of the Yangtse. This gave them renewed courage, but unfortunately the wind veered round and the situation was again seen to be almost hopeless. Just at this moment the British steamer *Kiukiang* came in sight and a signal was made for assistance. Their rescue was promptly effected, and the party arrived safely at Shanghai on the 23rd ult.

AN ANGLO-JAPANESE ALLIANCE.

MR. WALTON'S POLICY.

An interview between Mr. Walton, the Liberal M.P. for Barnsley, also known as "Chinese Walton," and Count Okuma is reported in the *Nippon*, though it does not appear how our contemporary learnt the details. The *Nippon* states that the object of Mr. Walton's visit to this country is to collect data for recasting British policy in respect to China. Mr. Walton disapproves of the Chinese policy of the present Ministry, and wishes to get rid of the Anglo-Russian *entente* and form a new Triple Alliance of Great Britain, the United States and Japan.

In his interview with Count Okuma on the 29th ult., continues our contemporary, Mr. Walton explained his views and asked for Count Okuma's support. The "Sage of Waseda" approved in the main of the views expressed by his guest, but put questions on several points. Mr. Walton pointed out that in leaving the district outside the Great Wall under Russian influence in the Anglo-Russian agreement, the British Government seemed to intend placing Korea also under Russian control, although Korea properly came within the Japanese sphere. Japan, he thought, should not make any attempt to withdraw from Korea. The extension of the Burmah railway to Chungking was an extremely important move, he thought, for checking Russian influence. Count Okuma replied that he thought the Burmah Railway was not sufficient to check the southward advance of Russia, unless the line was extended to Hankow. Mr. Walton spoke highly of the military power of Japan, which, he thought, was strong enough to withstand Russia on the continent of China. The British policy in dealing with China ought to be to rely on the assistance of the Japanese military power and to form an Anglo-Japanese alliance. He then asked if Japan's financial position was strong enough to practically put into operation her armaments to their full extent. Count Okuma replied that Japan's financial resources were not exhausted as was the case with Turkey, Spain or Italy, and she was not in such a miserable position as to be unable to defray the necessary expenditure, although Japan felt the necessity for curtailing needless expenditure and nursing the national financial resources. It was to be remembered also that, should Japan's independence be threatened, the Japanese people would show that they were possessed of as loyal a spirit as any other nation could show. Japan, said Count Okuma, need have no fear [illegible] if such should prove necessary.

DIRECTIONS FOR THE CAPTAINS OF FOREIGN TRADING VESSELS.

Below will be found the directions which have just been issued by the Imperial Japanese Custom for the guidance of Masters of Foreign trading vessels visiting Japanese ports:—

CHAPTER I.

PART I.—OPEN PORTS.

SECTION I.—ARRIVAL.

1ST.—When a Foreign Trading Vessel has entered an open port, the Captain shall give notice of her arrival to the Custom House within twenty-four hours after arrival, and produce the Ship's Manifest, Declaration of Hatches, List of Articles for Ship's Use, Passenger List; and at the same time shall deposit with the Custom House the Certificate of Ship's Nationality and Clearance from the Port of Departure, or any other documents which may serve as substitutes for the same.

Note—1.—The notice of arrival above referred to shall be given by means of writing, stating the name, nationality, and registered tonnage of the vessel, the port of departure, the time of arrival and the number of the crew.

Note 2. The ship's manifest shall contain the name and nationality of the vessel, the ports of shipment and destinations of goods, marks, numbers, names, and quantities of the same, as well as the number of packages and the names of consignees.

a. The manifest may be corrected or added to, with the permission of the Custom House, within twenty-four hours after its production.

b. In case the manifest does not agree with the goods, the Captain of the vessel will be punished by a fine of less than Yen 500.

Note 3. The declaration of hatches shall contain the position and number of entrances to the holds.

Note 4. The list of articles for ship's use shall contain the kinds, quantities and estimated value of the same.

Note 5. The passenger list shall contain the passengers' names and their nationalities, as well as the ports of their embarkation and disembarkation.

The names of vessels and their nationalities shall also be stated in the papers mentioned in Notes 3, 4 and 5.

2ND.—When a Foreign trading vessel has entered an open port, the Captain of the vessel shall pay to the Custom House the tonnage dues calculated at the rate of 5 sen per ton of her registered tonnage. In case, however payment is made at once at the rate of 15 sen per ton of the registered tonnage the same vessel will be exempted from further tonnage dues, at the said port, for the term of one year.

The registered tonnage of a vessel belonging to a country which has a different system of survey from that of Japan, shall be recalculated in conformity with the established mode of survey in the Empire.

No tonnage dues will be charged against a vessel that has come into port by reason of stress of weather or any other unavoidable causes; in such case, however, the fact that she has put in owing to stress of whether or other unavoidable causes, should be proved to the Custom House or to the Branch Custom House as the case may be.

When, however, the vessel desires to load or unload goods, otherwise than for the reason above mentioned, she will not be exempt from tonnage dues.

When a Captain has attempted to evade payment of tonnage dues, or his vessel has left a port without having paid the same, he will be subject to a fine equivalent to three times the amount of the tonnage dues which he ought to have paid.

SECTION II.—DEPARTURE.

In case a Foreign Trading vessel is to leave an open port the Captain shall give notice thereof to the Custom House and obtain permission to depart.

Note 1. The notice of departure, above referred to, shall be given by means of writing, stating the name and nationality of the vessel, the port of destination and the time of departure.

Note 2. The permission to depart shall be given by means of writing, and, when the same has been obtained, the certificate of the Ship's Nationality and other documents shall be returned.

Note 3. In case a Foreign vessel is to leave an open port within twenty-four hours after arrival, without loading or unloading goods, no entry of either arrival or departure is required.

In the event of any infringement of the provisions relating to entries of arrival and departure of Foreign Trading vessels, the Captain of the offending vessel will be punished by a fine of less than Yen 200.

SECTION III.—LOADING AND UNLOADING.

1ST.—Vessels with foreign goods on board shall not be allowed to commence loading or unloading until after the manifest has been produced, except in cases where the permission of the Custom House has been obtained. This rule shall, however, not apply to passengers' baggage and mail matter.

Note. In case permission to load or unload prior to the production of manifest is desired an application in writing shall be filed with the Custom House stating in detail the reasons therefor.

2ND.—No vessel with foreign goods on board shall be allowed to load or unload between Sunset and Sunrise, and on Custom House holidays, unless with the special permission of the Director of the Custom House. This rule does not, however, apply to passengers' baggage and mail matter.

Note. When it is desired to obtain the special permission above referred to, an application in writing shall be filed with the Custom House, stating in detail the reason therefor, and the person who has thus obtained such special permission shall pay a fee for it.

In case of any infringement of the rules contained in Articles 1 and 2 the Captain of the vessel will be punished by a fine of less than yen 500.

3RD.—In the event of a Foreign Trading vessel desiring to load articles for ship's use, the Captain shall make a declaration in regard thereto to the Custom House, or the Customs officials, or the Police officials in the absence of Customs officials.

Note. The declaration above mentioned shall be made by means of writing, stating the names, quantities and values of the articles. In case of an infringement of the preceding article, the Captain of the vessel will be punished by a fine of less than yen 200.

4TH.—Landing and shipping of cargo, and other communications between vessels and land, shall be made exclusively at the places fixed by the Custom House, except in cases where the special permission of the Director of the Custom House has been obtained.

PART II.—PORTS OTHER THAN OPEN PORTS.

1ST.—Foreign Trading vessels are not allowed to enter or leave any port that is not an Open Port unless by reason of disasters at sea, or other unavoidable causes. In case a vessel enters such a port by reason of any of the above mentioned causes, the Captain shall immediately report the matter to the Customs officials, or in case of their absence, to the Police officials.

Note. In case of any infringement of the provisions in the first clause of the preceding article, the Captain of the vessel will be punished by a fine of less than yen 2,000, provided that punishments prescribed by other laws do not apply.

And, if the provisions in the second clause of the same article are infringed, the Captain of the vessel will be punished by a fine of less than Yen 200.

2ND.—The Director of a Custom House may grant, for the time being, a special permission to Foreign Trading vessels to enter a port other than an open port if he considers it necessary for the purpose of effecting repairs, or of landing large or heavy goods which cannot be discharged at Open Ports.

A Captain who desires to obtain special permission as mentioned above must apply in writing to the Director of the Custom House, stating the name of the port, the name and nationality of the vessel as well as the duration of her stay and the reasons for the same.

In case the landing of goods is desired, the names and quantities of the same shall especially be mentioned.

Upon obtaining this special permission the Captain shall pay a fee to the Customs House.

CHAPTER II.—THE DISCRETIONAL POWERS OF CUSTOM HOUSE OFFICIALS IN REGARD TO VESSELS AND VEHICLES.

The Director of a Custom House may, if he considers it necessary for the discharge of his duties, stop the departure or suspend the progress of vessels or vehicles.

The Director of a Custom House may, if he considers it necessary, order the production of all or any Papers relating to vessels or goods.

Customs officials may go on board of vessels or may go on vehicles and take such steps as are necessary in the execution of their official duty.

Customs officials may, if they find it necessary examine or seal up goods, and even seal up the vessels, vehicles, warehouses or other places where goods are stored.

The Director of the Custom House may, if he consider it necessary for the execution of his duties, ask for the assistance of the Navy.

Commanders or Captains of warships thus requested to render assistance may use force in time of necessity.

CHAPTER III.—SUPPLEMENTARY RULES.

1ST.—When Customs officials go on board a vessel in the discharge of their duties, the Captain shall give them proper assistance and facilities in performing their duties.

2ND.—When a foreign trading vessel enters an open port, Customs officials shall immediately board her, and the officer of the vessel should recognise that he is under obligation to make a reply to the questions or admit the necessity of the examination that is to be made by these officials.

3RD.—Any one who breaks a seal of any description that has been put on houses, warehouses, or any other thing by the proper authority in the execution of official duty, shall be subject to a punishment of imprisonment with labour for a term of not less than two months and not more than two years.

The provisions in the Customs Law that are to be applied to Captains of vessels, are also applicable to persons who act for Captains of vessels.

The working hours of the Custom House are from 10 a.m. to 4 p.m., excepting holidays.

Any one who desires to obtain permission for the special opening for the Custom House on holidays or for any time other than those determined as above, shall make an application in writing to the Custom House stating the hours when it is desired that the Customs may be opened and the nature of the work to be done during those hours.

On obtaining the special permission as above mentioned applicants shall pay a fee to the Custom House.

CHAPTER IV.

The following are the Holidays observed by the Kobe Custom House.

January	1st, 3rd, 5th, 30th.
February	11th.
March	Vernal Equinox.
April	3rd.
July	12th.
September	Autumnal Equinox.
October	17th.
November	3rd, 23rd.
December	25th, 31st.

And other extraordinary holidays.

The foregoing are translations of the important provisions in the New Customs Law and Regulations and other Imperial Ordinances that should be well observed by the Captains of Foreign Trading vessels entering an open port of the Empire of Japan.—*Kobe Herald*, August 3rd.

POLO.

Polo which for some years past has been "going strong" in Hongkong and Tientsin, and which has been played spasmodically in Shanghai during the last decade, seems at length to have secured a firm hold on the sporting community of Shanghai. That this should be the case is not astonishing for in all the large military stations and Presidency towns of India, Egypt, the Cape, Argentine Republic, Western Canada, and in most parts of the world where Britishers reside, this "Prince of Games" has been played for years, and amongst riding men at least has usurped the position formerly held by our national game of cricket.

It is a disputed point as to whether Polo had its origin in Persia or in the small hill state of Munnipore, but it was from the sporting inhabitants of the latter place that we learned it, the first game being played in Calcutta towards the end of the sixties. At that time, and for some years after, twelve-hand ponies were used, but these were found to be too small to carry the average Englishman, and the height was accordingly altered to 14 hands on the game finding its way to England about the year 1872. In England Polo is essentially a "rich man's game," but in the Far East it is within the reach of any man who can afford to keep a pony, and although in Shanghai we are at a disadvantage, inasmuch as it is difficult for us to improve our play by meeting teams from outside places, still we have the great advantage of possessing without doubt the finest polo ground in the Far East, and this in itself is of enormous importance.

In Hongkong the game is played on a reclaimed piece of ground, hard as a brick and almost bare of grass. In Tientsin they are forced to be satisfied with rolled river mud, while here in Shanghai we have a perfectly level piece of turf, which though somewhat short of full size, nevertheless, makes up in quality what it lacks in quantity.

Under the Presidency of our sporting Chairman of Council—himself an able exponent of the game—the present Polo Club was started last year, and has now, we believe, some 50 members on its roll, of which about half are active players, and, in order that all may be able to take part in the game it has been found necessary to play every day of the week.

Recently the Clerk of the Weather has not been over kind, and the play has been somewhat interrupted, but as soon as the effects of the late typhoon are past and gone, the ties for the Cups presented by Mr. Fearon will be played off, and some good and keenly contested games may be expected.

A match Light Horse versus the Club is also arranged, and possibly "Two" may attempt to wipe out their defeat of the early part of the season.

From the above list of fixtures it will be seen that there is every inducement for Shanghai players to go in thoroughly for the game and to do their best to play the game as it should be played, i.e. in the manner which experience has taught players in other parts of the world as the correct and most successful method of playing: by these remarks we refer to the game as played by "teams" and not by "individuals."

It is unfortunate that there are not more men amongst our members who have played the game elsewhere, but despite this, we are glad to notice an all-round improvement in the play since the begining of the season, and as the material at hand is undoubtedly good we do not despair of seeing before many years are past a team fit to hold its own against most civilian teams playing in other parts of the world.

In order to play Polo successfully and to get full enjoyment out of the game, it is necessary to possess a good pony. We fear many of our young players have entirely failed to realise this: some of them we have noticed—although owners of good ponies which if trained might with comparatively little risk of damage to their racing qualities, have afforded their owners a great deal of enjoyment throughout the summer,—have attempted to play on quite unsuitable animals, and in consequence thereof are experiencing much disappointment and vexation of spirit. This, however, is a matter which is certain to be remedied as time goes on, and we venture to predict that the day is not far distant when (as in India) the best pony in China is not too good for this Prince of Games.

In choosing a polo pony, avoid slugs, vicious, and bad-tempered animals, also ponies with only one side to their mouths—select a pony with some spirit, a bright clear eye, short in the body, and clean in the leg.

At least a month of slow training should be given to a new pony; ride him daily, swinging the stick on both sides of his head, put a stick and ball in his stable, and gradually train him to look on these without fear. Next try hitting the ball. This should be commenced at a walk, the pace being gradually increased as the pony gets accustomed to the click of the stick hitting the ball. Most ponies in China are "bridle wise" when they come down from up-country, so this important part of a polo pony's training is more or less unnecessary here. An excellent plan for training a pony to be handy and turn quickly is "figure eight" exercise first right then left, but it will be found that for quick turning your own leg on the side to which you wish to turn is of quite as much use as the bridle.

Having secured as good a pony as possible, and mastered the art of hitting the ball when moving rapidly, the next point is to learn to play in your place in a team. As only four men compose a team, there is not so much choice as for instance in a game like football, but nevertheless each number has his own distinct duty and it should be the aim and object of every polo player to sink individuality and play for his side as a whole.

As a general rule the safest hitters should be Nos. 3 and 4, the lightest and quickest man No. 1, and the most brilliant hitter and best mounted man No. 2.

No. 4 as a rule should be the Captain of the side, and his instructions should be implicitly obeyed. In a well-drilled team 75 per cent. of the goals will be made by No. 2, he being the attacker for his side and more or less of a free lance; all the other members of the team should play into his hands.

The small pamphlet recently issued by the Secretary of the Club describes the duties of each player, and it is to be hoped that these have been studied carefully by all playing members. The following hints, however, may not be out of place as they are the result of close observation of the play during the last few weeks.

When the game is started No. 1 should go at once up to his opposing No. 4, so as to be ready to clear the way in the event of his side bringing the ball through. Nos. 2 and 3 should try for the ball, No. 2 riding in to meet the ball the moment it has crossed the touch line. No. 4 should be facing his own goal ready to ride back for defence in event of the opposite side gaining the ball when thrown in.

When the ball is being hit out from behind goal, Nos. 1 and 2 of the attacking side should face the ball; they must lose no time in getting into position and must both keep a sharp eye on the opposing back to discover if possible the direction in which he intands to hit the ball. The moment the ball is hit across the goal line, No. 1 or 2, whichever is in the most direct line, should ride in at once, and being careful to avoid crossing should interfere as much as possible with No. 4.

No. 3's special duty is to keep opponents from interfering with the back when defending his goal, and to slip into back's place whenever the latter may get a run with the ball.

In taking a back-hander No. 4 should avoid hitting directly to his rear and if possible always try to feed his No. 2, the latter should turn the moment he sees No. 4 about to hit in his direction.

In riding a man "off" avoid unnecessary shoving; all that is necessary is a push with the shoulder as your opponent is about to hit the ball.

Finally, above all things avoid attempting any stroke which is liable to injure your own pony; try as much as possible to bring your pony up on the near side of a man whom you intend to attempt to ride off, or come up sufficiently far away to enable you to hook your opponent's stick. Never come up immediately in rear of a man taking a back-hander. If you do your pony will suffer and will very quickly sicken of the game and refuse to go near an uplifted stick.

SHIPPING REPORTS.

Captain J. Rogliano, of the steamship *Yarra*, from Shanghai, reports:—Very fine weather.

Captain A. Calabrese, of the steamship *Moravia*, from Kobe, reports:—Fine weather.

Captain C. B. N. Dodd, of the steamship *Sungkiang*, from Manila, reports:—Light to moderate westerly winds and squally with rain, moderate S.W. swell.

Captain R. Pentney, of the steamship *C. H. Klan*, from Singapore, *via* Hoihow, reports:—Barometer ranging from 29.68 to 29.90, throughout the passage strong S.S.W. winds. Terrific rain squalls and heavy sea from 4th to 7th, 7th to 10th light varying wind and fine weather.

Captain J. C. Williamson, of the steamship *Lennox*, from Portland (Or.) *via* Japan, reports:—Last port Kobe *via* Moji, had light winds and calms with heavy southerly and S.S.W. swells, clear and cloudy weather. From Portland to Japan moderate to fresh gales from S. and S.E. with heavy cross seas first part. Latter part light wind and dense fog and driving mist and nasty S.E. and S.W. swells.

NOTANDA

CALENDAR.

AUGUST.

Meteorological means based on fifteen years' observations to 1894.

Barometer	29.755
Thermometer	81.5
Humidity	85
Rainfall	[illegible]

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.73	29.69
Temperature	81	79
Humidity	88	87
Rainfall	0.01	—

TO-DAY,

Friday, 11th August, 1899.

Chinese—*6th of 7th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... 5hr. 36min.
Sets ..... 6hr. 34min.
High water—*Morning* ..... 11hr. 3min.
Afternoon ..... 11hr. 52min.
Low water—*Morning* ..... 5hr. 8min.
Afternoon ..... 5hr. 44min.

ANNIVERSARIES.

1749—Great eruption of Taal Volcano, Luzon, lasting 6 months and doing much damage.

1854—First public meeting of British merchants in Canton called by Lord Napier.

TO-MORROW.

Saturday, 12th August, 1899.

Chinese—*7th of 7th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... 5hr. 37min.
Sets ..... 6hr. 33min.
High water—*Morning* ..... 11hr. 40min.
Afternoon ..... none.
Low water—*Morning* ..... 5hr. 56min.
Afternoon ..... 6hr. 8min.

ANNIVERSARIES.

1841—Great fire in Hongkong; greater part of the Bazaar destroyed.

1854—Arrival of Siamese Envoys in Hongkong.

1872—Steamer *Sunshine* lost off Breaker Point.

1880—Imperial Decree issued ordering the release of Chun How out of deference to the wishes of the Russian Government.

1881—Mr. E. R. Bellios appointed a member of the Legislative Council of Hongkong.

1883—Fracas between Customs officers and Chinese at Honam; a Chinaman shot.

1896—The Canton authorities paid the claims of Mr. John Andrew for losses at Wuchowfu sustained through official obstruction to the sale of merchandise on which all dues and duties provided for by the Treaty of Tientsin had been paid.

1898.—Protocol embodying terms of peace agreed to by Spain and America.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French *(Salazie)* 13th inst.
Indian *(Catherine Apcar)* 14th inst.
Tacoma *(Olympia)* 17th inst.
Canadian *(Empress of India)* 20th inst.
American *(America Maru)* 23rd inst.
American *(City of Peking)* 2nd prox.

* * *

The Imperial German mail steamer *Hohenzollern* has left Nagasaki on Thursday at 5 p.m. and may be expected here on or about Monday morning the 14th inst.

* * *

The Imperial German mail steamer *Prinz Heinrich* has left Shanghai *via* Foochow to-day Friday a.m. and may be expected here on or about Tuesday morning the 15th inst.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, arrived at Amoy to-day 9 a.m. (10th inst.) and left at 4 p.m. of same day for Shanghai, where she is due to arrive at 4 a.m. on Saturday the 12th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
Chelydra	"	"	"
Thales	"	"	"
Agnes	"	"	"
Carlisle City	"	"	"
Loosok	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
P. C. C. Klao	"	"	"

PASSED THE CANAL.

Outward—11th July—*Benmohr*, *Kherson Saxonia*. 14th July—*Canton*, *Salazie*, *Pisa*, *Stolberg*. 25th July—*Nurnberg*, *Pingsuey*, *Thornhill*. 1st August—*Marie*, *Valerie*, *Preussen*, *Sarpedon*, *Flintshire*, *Babelsberg*. 4th August—*Gloucester City*, *Inaus*, *Suevia*, *Valetta*, *Tamba Maru*.

Homeward—4th August—*Macduff*, *Hakata Maru*.

Shipping.

Arrivals.

LENNOX, British steamer, 2,361, J. C. Williamson, 10th Aug., Portland, Or. via Japan 12th July, General.—Dodwell & Co.

CHEANG HOCK KIAN, British steamer, 916, R. Pentney, 10th Aug.,—Singapore via Hoihow 3rd Aug., General.—Chinese.

YARRA, French steamer, 4,255, J. Rogliano, 11th Aug.,—Shanghai 8th Aug., Mails and General.—Messageries Maritimes.

SUNGKIANG, British steamer, 1,021, C. B. N. Dodd, 11th Aug.,—Manila 8th August, General.—Butterfield & Swire.

MORAVIA, Austrian steamer, 2,268, A. Calabrese, 11th Aug.,—Kobe 5th August, General.—Sander, Wieler & Co.

CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 11th Aug.,—London 1st July, and Singapore 5th Aug., General.—P. & O. S. N. Co.

TRIESTE, Austrain steamer, 3,202, A. Mitis, 11th Aug.,—Trieste 23rd June, and Singapore 5th Aug., General.—Sander, Wieler & Co.

GLENESK, British steamer, 2,244, Temperley Darke, 11th Aug.,—Singapore 5th Aug., General.—Jardine, Matheson & Co.

TRIUMPH, German steamer, 670, A. Rieke, 11th Aug.,—Pakhoi and Hoihow 10th Aug., General.—Jebsen & Co.

WHAMPOA, British steamer, 1,109, A. W. Sales, 11th Aug.,—Swatow 10th Aug., General.—Butterfield & Swire.

Clearances at the Harbour Office.

Sandakan, German str., for Kudat.
Samshui, British steam-launch, for Wuchow.
C. H. Klan, British str., for Amoy.
Kong Pak, British str., for Samsui.
Prometheus, British str., for Shanghai.
Salkong, British str., for Samsui.
Kongnam, British str., for Canton.

Departures.

Aug. 11, *Triton*, German str., for Saigon.
Aug. 11, *Petrarch*, German str., for Saigon.
Aug. 11, *Glenogle*, British str., for Tacoma.
Aug. 11, *Loyal*, German str., for Hongay.
Aug. 11, *Sullberg*, German str., for Canton.
Aug. 11, *Hermes*, Norwegian str., for Canton.
Aug. 11, *Haitan*, British str., for Swatow.
Aug. 11, *Prometheus*, British str., for Shanghai.

Passengers—Arrived.

Per *Glenesk*, from Singapore—246 Chinese.
Per *Triesta*, from Singapore—377 Chinese.
Per *Cheang Hock Klan*, from Singapore—250 Chinese.
Per *Moravia*, from Kobe—Messrs. Niebuhr, Singer, and Gokabohey.
Per *Canton*, from [illegible]
Per *Yarra*, from Shanghai—Messrs. Cecil Holliday, [illegible] Hees, Hjousberg, A. Mececil, Simpson, Talvucci, Madam Brenan, 3 children, and servant, Miss Thompson, and Mr. McInouye. From Yokohama—Mr. R. R. Nartin.
Per *Whampoa*, from Swatow—12 Chinese.

STEAMERS EXPECTED.

Names.	From.	Due.
Salazie	Singapore	Aug. 13th
Catherine Apcar	Singapore	Aug. 14th
Nankin	Singapore	Aug. 14th
Hohenzollern	Nagasaki	Aug. 14th
Idzumi Maru	Moji	Aug. 14th
Prinz Heinrich	Shanghai	Aug. 15th
Empress of India	Vancouver	Aug. 20th
America Maru	San Francisco	Aug. 23rd
Hiroshima Maru	Bombay	Aug. 28th
City of Peking	San Francisco	Sept. 2nd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Alesia	Havre, &c.	Sept. 10th
America Maru	San Francisco, &c.	Aug. 29th
Antenor	London, &c.	Aug. 15th
Bayern	Straits, &c.	Nov. 8th
Belgian King	San Diego, &c.	Oct. 15th
Bengal	Shanghai	Aug. 18th
Bombay	London	Aug. 24th
Canton	Japan, &c.	Aug. 13th
Carmarthenshire	San Diego, &c.	Nov. 15th
Challenger	New York	Oct. deep
Changsha	Sydney, &c.	Aug. 12th
China	San Francisco, &c.	Oct. 3rd
Chingwo	Marseilles, &c.	Sept. 3rd
Diamante	Manila (Direct)	Aug. 16th
City of Peking	San Francisco, &c.	Sept. 7th
City of Rio	San Francisco, &c.	Aug. 12th
Columbia	Portland, &c.	Sept. 23rd
Coptic	San Francisco, &c.	Aug. 22nd
Doric	San Francisco, &c.	Oct. 10th
Emp. China	Vancouver, &c.	Oct. 25th
Emp. India	"	Aug. 30th
Emp. Japan	"	Sept. 27th
Formosa	Swatow, &c.	Aug. 12th
Futami Maru	Japan	Aug. 26th
Gaelic	San Francisco, &c.	Sept. 16th
Ghazee	New York, &c.	Aug. 20th
Guthrie	Sydney, &c.	Aug. 17th
Hitachi Maru	Marseilles, &c.	Aug. 24th
Hongkong Maru	San Francisco, &c.	Sept. 23rd
Idzumi Maru	Victoria, B.C.	Aug. 24th
Indralema	New York, &c.	Aug. 12th
Kasuga Maru	Thursday Is., &c.	Aug. 25th
Lennox	Victoria, B.C.	Aug. 19th
Mikhila	London	Aug. 17th
Nippon Maru	San Francisco, &c.	Oct. 19th
Nürnberg	Havre, &c.	Sept. 20th
Olympia	Victoria, B.C.	Sept. 2nd
Parramatta	London, &c.	Aug. 19th
Ping Suey	New York, &c.	Oct. 5th
Pisa	New York, &c.	Sept. 15th
Pizzarello	Straits, &c.	Sept. 2nd
Preussen	Straits, &c.	Sept. 13th
Prinz Heinrich	Straits, &c.	Aug. 16th
Rosetta	Japan	Aug. 19th
Sachsen	Singapore, &c.	Oct. 11th
Sado Maru	Kobe & Yokohama	Aug. 17th
Savoia	Havre, &c.	Oct. 15th
Singapore	Straits, &c.	Sept. 2nd
Suevia	Havre, &c.	Oct. 5th
Sungkiang	Manila	Aug. 14th
Tamsui Maru	Swatow, &c.	Aug. 13th
Thyria	San Diego, &c.	Sept. 15th
Trieste	Yokohama & Kobe	Aug. 13th
Tosa Maru	Marseilles, &c.	Aug. 15th
Victoria	Victoria, B.C.	Sept. 12th
Wittenberg	Havre, &c.	Aug. 16th
Yuensang	Manila	Aug. 14th

NEIGHBOUR WOLFF AND OTHERS.

Almost every afternoon in pleasant weather I see my neighbour Wolff sitting in an easy-chair in the shade in front of his own door. Sometimes he kills time by reading the paper, but oftener he does nothing but watch the people and the vehicles that pass. I frequently stop and tal with him a few minutes, and he appears to be grateful for the trifling attention. He is a man of about fifty, strongly and sturdily built, and to look at him you see no reason why he should not be up and about as actively as the best of us. He is intelligent and well-informed, has travelled considerably, and is a man in every way worth knowing. His ideas on finance and business seem to be clear and practical, and it strikes a stranger as odd he does not grapple with his opportunities and pile up a big fortune. Yet he never makes a motion in that direction. He lets the chances all slip by, and just sits there as though the world were no more to him than the Klondyke goldfields are to the resident population of the cemetery. Yet my neighbour Wolff knows what money is, and appreciates what can be done with it. Then why doesn't he "get a move on," as the Yankees say, and make hay while the sun shines? Tal e a peep at him about nine o'clock at night, when he takes his customary exercise on the pavement—the way being mostly clear of pedestrians by then—and you will need no verbal answer to the question. Stocky and strong as he appears when in his chair, he makes a poor show on his legs. Slowly, heavily, leaning hard on his thick stick, he goes to and fro a few times between the corner and his house—a distance of 200 feet may be—and then with a sigh sinks again into a chair, like a man who realises he is out of the race. A paralytic stroke two years ago, and the constant fear of another—that explains it. He is one of the multitude who are in the world and not of it—as this woman was a while since:—

"From any girlhood," she says, "I was always oppressed and hindered by weakness. I was habitually tired, weary, and languid. Like all such persons I lived a kind of life to myself. All pleasures or pursuits which called for energy and vitality were closed to me. I had a feeble and fitful appetite, and what I ate gave me great pain at the chest and back, and a sense of coldness, deadness, and weight at the stomach. At times, there would be also a gnawing, sinking feeling.

"As I grew older I was much troubled with palpitation of the heart and loss of sleep. Year after year I dragged along in this miserable way, and being too weak to walk was drawn from place to place in a Bath chair. Every effort was made to obtain a cure. I consulted doctor after doctor, and took many kinds of medicine and treatment, but got no more than temporary relief. One doctor said my heart was diseased.

"My sister urged me to try Mother Seigel's Syrup. Without any great hope of its effect in my case, I nevertheless procured a bottle from the Stores in High Street and began to take it as directed. The result was a decidedly improved appetite, and I relished and digested what I ate without any pain or distress following. As I continued to use this medicine the heart trouble was less frequent and finally ceased altogether. My nerves soon became stronger and I could sleep well. In a few weeks more I was *better and stronger than ever before in my life*, and have enjoyed good health ever since. My friends were almost as much surprised and pleased as I was at this remarkable result of taking Mother Seigel's Syrup, and you may make my statement public if you think fit you will do so."

(Signed) (Mrs.) Mary Ann Welch. "Woodside Hill, Luton, Chatham, February 9th, 1899."

My neighbour Wolff may be [illegible] his paralysis, but all who know Mrs. Welch will be glad to hear she is enjoying good health.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU ..... P. Going	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG and COLOMBO	TUESDAY, 15th August, at 4 P.M.
SADO MARU ..... W. Thompsen	KOBE and YOKOHAMA	THURSDAY, 17th August, at Noon.
*IDZUMI MARU ..... M. J. Curnow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE and YOKOHAMA.	THURSDAY, 24th August, at 4 P.M.
HITACHI MARU ..... J. B. Murray	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	THURSDAY, 24th August, at 4 P.M.
KASUGA MARU..... E. W. Haswell	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 25th August, at 4 P.M.
FUTAMI MARU..... C. Hillcoat	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 26th August, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

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A. S. MIHARA,
Manager.

Hongkong, 9th August, 1899. [4

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Hongkong, 1st September, 1898. [147

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and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42

F. CAZANOVE,

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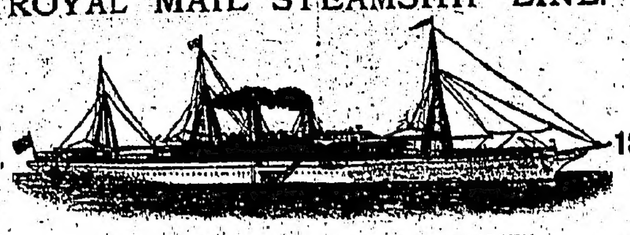
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 2, Queen's Road Central.

Hongkong, 8th March, 1899. [118

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 30th Aug., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further Information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 9th August, 1899. [3

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 29th Aug., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Sept, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 19th Oct., at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1899. [1310

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—
Miiki Coal Mines.
Ohmura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
The Mike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA,"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into s.s. Australia proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 5th August, 1899. [5

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia...	2,837	J. Truebridge ...	Sept. 2.
Victoria ...	3,502	J. Panton,.....	Sept. 12.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox	3,677	Williamson	Aug. 19.
Columbia	2,976	Dobson ...	Sept. 23.
Monmouthshire	2,874	W.A.Evans	Oct. 7.
Lennox.....	3,677	Williamson	Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 9th August, 1899. [4

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. American Ship

"CHALLENGER,"

shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight apply to

ARNHOLD KARBERG & Co.

1899. [1718

Mails.

NORDDEUTSCHER LLOYD.  **HAMBURG-AMERIKA LINIE.**

(Freight Service.) *(East Asiatic Service.)*

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
WITTENBERG ... Madsen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	16th August.	Freight.
ALESIA..... Knuth	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th September.	Freight.
NURNBERG ..... v. Binzer.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 20th September.	Freight.
SUEVIA ..... Förck	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 5th October.	Freight.
*SAVOIA ..... Jäger	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 15th October.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	To-morrow, 12th Aug., at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 7th Sept., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 3rd Oct., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, TO-MORROW, the 12th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED [illegible] TO DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th July, 1899. [1

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra.....	3,406	about	Sept. 15
Belgian King ...	3,379	about	Oct. 15
Carmarthenshire.	2,929	about	Nov. 15

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO, VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 10th August, 1899. [1

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prinz Heinrich...	Wednesday	16th Aug.
Preussen	Wednesday	13th Sept.
Sachsen	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.
König Albert.....	Wednesday	13th Dec.
Prinz Heinrich...	Wednesday	27th Dec.
Preussen	Wednesday	10th Jan.
Karlsruhe	Wednesday	24th Jan.
Sachsen	Wednesday	7th Feb.
Hamburg	Wednesday	21st Feb.
Bayern.....	Wednesday	7th Mar.

ON WEDNESDAY, the 16th day of Aug., 1899, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 14th August. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 15th August, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 15th August. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 19th July, 1899. [942a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 22nd Aug., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 16th Sept at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 10th October, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 22nd August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent.—*This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th July, 1899. [1

IN ADVANCE OF THE MAIL.

The British Army.

In the House of Lords, during July, Lord Lansdowne, Secretary of State for War, introduced his amended Militia Conscription Bill. Lord Lansdowne explained that the Bill made provision for strengthening the militia, when required, by means of the ballot. It also provided that Her Majesty's male subjects in the United Kingdom between the ages of 18 and 35 year, would be subject to such ballot. His Lordship pointed out that the great activity in the labour market was yearly increasing the difficulty experienced by the War Office in recruiting for the militia, from which branch of the service the regular army was largely strengthened. Personally, he disliked compulsion in the matter of military service, and he assured the House that conscription would only be adopted when no other way was available for providing for the country's safety.

Affairs in France.

General Brugere, a member of the French Supreme Council of War, has been appointed to succeed General Zurlinden as military Governor of Paris. General Zurlinden will, it is stated, take command of the Eighteenth Army Corps at Bordeaux.

A golden sword of honour has been subscribed in Buda-Pesth, the capital of Hungary, for presentation to Colonel Picquart, to whose self-sacrificing services the revision of the Dreyfus case is largely, if not mainly, due. Colonel Picquart has, however, declined to accept the proffered gift. He affirms that he is conscious only of having fulfilled a simple duty, which calls for no special recognition.

M. Ander Lebon, who was Minister of the Colonies during the administration of M. Meline, has attempted to justify his action in causing Dreyfus to be put in irons on the Devil's Island in 1896. He explains that there were reports that an American vessel was trying to rescue the prisoner.

Dreyfus is preparing for his second trial by court-martial, and has been busily engaged studying the depositions. On learning that secret documents were shown to the judges at the court-marital in 1894, he was extremely surprised, and exclaimed, "They didn't try me; they murdered me!"

The Paris Prefect of Police reports that at the time of M. Loubet's election as President a plot existed, having for its object the overthrow of the Republic in the interests of the House of Orleans. He states that M. Deroulède and many adherents of the Paris Patriotic League and of the National Defence League were implicated in the conspiracy. The Prefect adds that large funds had been provided, and that M. Deroulède was to receive 50,000 francs (£2,000) for his services. M. Deroulède denies that he is in the pay of the Royalists.

Canada.

A strike of tramcar employés is reported from London, the capital of the County of Middlesex in Ontario (Canada.) Following upon the strike serious rioting occurred. The military were called out and the mob were cleared out of the streets at the point of the bayonet.

Sir Wilfrid Laurier has, on behalf of the Dominion, protested against the proposed occupation by America of Pyramid Harbour, pending the settlement of the Alaska boundary dispute.

Servia.

Two Radical ex-Premiers and twelve members of the Radical party have been arrested in Belgrade on suspicion of having instigated the attempt on the life of ex-King Milan.

It has been ascertained that the attempt on the life of ex-King Milan was part of a wide-spread conspiracy, the object of which was the expulsion of King Alexander.

M. Sava Groutich, the Servian ambassador at St. Petersburg, has been dismissed by King Alexander for complicity in the attempt to assassinate ex-King Milan. Martial law has been proclaimed in Belgrade, and the Radicals are panic-stricken.

Various.

In connection with a terrible disaster which occurred at the New Jagersfontein diamond-mine in the Orange Free State, it has been ascertained that the quantity of the reef which fell amounted to as much as 700,000 loads. In all twenty-six men were entombed.

The steamer *Paris*, which went on the rocks at the Manacles in the English Channel on the night of May 21st, has been refloated by the underwriters, to whom the vessel was recently transferred. The rocks beneath the steamer were blasted, the vessel being refloated by this means. After being taken into Falmouth harbour, was beached.

Miss Bertha Peterson has been tried on the charge of having murdered John Whibley, at Biddenden, Kent, on February 5th, by having shot him with a revolver. The accused pleaded guilty. The jury found that she suffered from delusions, and she was ordered to be detained in an asylum during Her Majesty's pleasure.

Truth says that the German Emperor has abandoned his proposed visit to Cowes during the Regatta week. His reason for so doing is stated to be that he is deeply offended with the Duke of Connaught for having resigned the succession to the Duchies of Saxe-Coburg and Gotha.

General Brialmont, the famous Belgian military engineer, declares that Great Britain's guarantee of Belgium's neutrality is practically worthless. In these circumstances he advises the adoption of a military system founded on compulsory service.

It is reported at Copenhagen that the Czar is greatly disappointed with the results of the Peace Conference at the Hague. It is also stated that the position of Count Muravieff, the Russian Minister of Foreign Affairs, and the Czar's principal adviser in regard to the conference, has been shaken.

In connection with the celebrated Druce case, and the claim for the dukedom of Portland, a syndicate which was formed to assist Mrs. Druce in furthering her son's claim has raised £10,000.

The races which were to have taken place off Cape Breton, Nova Scotia, between British and French warships collapsed owing to the refusal of the former to associate with the French.

The Volta Electrical Exhibition at Como, in Italy, has been burned. A large quantity of priceless relics has been destroyed.

Marconi's system of wireless telegraph is being used in connection with the British naval manœuvres.

RAILWAYS IN ASIA MINOR.

The Thames Iron Company, who are now constructing the Cape Central Railway, have contracted to finish the line from Haifa to Damascus, about 120 miles, crossing the Jordan by a stone bridge and skirting Lake Tiberias. The line will eventually go on to Baghdad and form part of a trunk route to India. A narrow-gauge line from Beyrout already reaches Damascus.

ENGLISHMEN OR HELOTS?

The following extracts are from the despatches of Sir Alfred Milner, the British High Commissioner at South Africa:—

"The spectacle of thousands of British subjects kept permanently in the position of helots, constantly chafing under undoubted grievances, and calling vainly to Her Majesty's Government for redress, does steadily undermine the influence and reputation of Great Britain and respect for the British Government."

"A busy industrial community is not naturally prone to political unrest. But they bear the chief burden of taxation; they constantly feel in their business and daily lives the effect of chaotic local legislation and of incompetent and unsympathetic administration; they have many grievances, but they believe all this could be gradually removed if they had only a fair share of political power. This is the meaning of their vehement demand for enfranchisement. Moreover, they are mostly British subjects, accustomed to a free system and equal rights; they feel deeply the personal indignity involved in a position of permanent subjection to the ruling caste which owes its wealth and power to their exertions. The political turmoil in the Transvaal Republic will never end till the permanent Uitlander population is admitted to a share in the Government, and while that turmoil lasts there will be no tranquility or adequate progress in Her Majesty's South African dominions."

MARK IV AMMUNITION.

Further information is needed to explain how the ammunition was unsuited for Bisley, because of accidents to competitors, can be used for rifle practice at foreign stations. The following explanation of the difficulties encountered at the National Rifle Association meeting is offered by an Indian contemporary:—

The mark IV bullet, which has now so ignominiously failed, resembled an ordinary copper tubed Express bullet in having a cylindrical hollow at the point, but the end of the aperture was open. Apparently this type of bullet gave good results at proof, but it has not lived long. Its failure at Bisley was foreshadowed weeks ago at a Scotch rifle meeting, where, as in the present case, all ammunition of this description had to be withdrawn, not only on account of the truly execrable shooting obtained with it, but also because its use was positively dangerous. It was found that the cupro-nickel envelope of the bullet was in the habit of frequently stripping off, with the result that the lead portion alone was projected from the rifle, in so erratic a course as to make work on the range of a very hazardous nature indeed. Moreover, as the metal envelope, after stripping, very frequently remained in the bore of the rifle, there was always a tendency for the following round to burst the rifle owing to this obstruction, and this result is said to have occurred at the Scotch meeting, and a similar result has, in all probability, taken place at Bisley.

LOSSES ON THE TURF.

An estimate of the money lost on the turf throughout the world during a year has just been compiled. The amount is placed at £50,000,000 of which £10,000,000 are lost on English racecourses, and about £20,000,000 on Australian courses. The Balance is chiefly distributed between France, the United States and our own Colonies.

ATHLETIC NEWS BY WIRE.

INTERNATIONAL 'VARSITY SPORTS.

LONDON, July 23rd.

The good temper that marked the athletic meeting between the English and American Universities on Saturday at the Queen' Club, Kensington, was beyond reproach. Perfect American weather prevailed; and the Royal Box was crowded, the Prince of Wales, the Duke of York, the Duchess of York, Mr. Choate, the United States American Ambassador, and Mrs. Choate being present. The scene was one of greatest animation. The American competitors appeared to manifest slight nervousness over preliminaries, but stripped admirably; and the Harvard and Yale cries were deafining, a crowd of sympathisers, failing funds for the voyage, having worked their passage over from America to attend the contest.

THE WINNERS OF THE VARIOUS EVENTS.

The results came out as follows:—

Yale—Nothing.

Harvard—Hammer-throwing; 100 yards; high jump (a superb performance); and hurdles, a record time, being established in this event—15¼ secs.

Oxford—Long jump.

Cambridge—The mile; the half mile; the quarter-mile, which was the finest contest of the day; and the three miles, which, as the deciding event of the meeting, raised the excitement to fever heat.

THE CLOSING SCENES.

The result produced immense enthusiasm among the huge crowd of spectators, who swarmed over the grounds, throwing up showers of flags and hats. It is fully expected that the meeting will now become an annual affair, being held on opposite sides of the Atlantic alternately.

AN AMERICAN SQUADRON IN THE PACIFIC.

WASHINGTON, July 13th.

Arrangements are being made at the Navy Department for organizing a squadron of evolution in the Pacific similar to that now temporarily under the command of Captain Henry C. Taylor in the Atlantic. It is not likely that the squadron will be formed until fall, and from the present indication it will not be very large. The plans of the department contemplate the formation of a squadron consisting of the battle-ship *Iowa* and the cruisers *Philadelphia*, *Newark* and *Marblehead*. The *Iowa* yesterday came out of the dry dock at Puget Sound Naval Station, where she was fitted with bilge keels, to make her steadier in a heavy sea. The *Philadelphia* is at the Mare Island Navy Yard undergoing repairs. The *Newark* and *Marblehead* are in Chilean waters. It is said to-day that unless something unforeseeen happened the Pacific squadron of evolution would surely be organized within a few months.

There is nothing of a political nature going on in the Pacific that requires the presence of such a big ship as the *Iowa*, and she will be practically without an assignment until the squadron is formed, barring complications of a serious character in that part of the world. The *Philadelphia* is to be repaired at once, hurry orders having been issued yesterday. It was intended soon after the close of hostilities between Spain and the United States to form a squadron of evolution on the Asiatic station with Admiral Dewey in command, but this plan could not be carried out, owing to the trouble with the Filipinos.—*Chronicle.*

THE KISSING BUG IN SAN FRANCISCO.

SAN FRANCISCO, July 14th.

The kissing bug has made its appearance in San Francisco, at least, that is the opinion of the doctors at the Harbor Receiving Hospital, who treated H. V. Ness of 121 Post street yesterday afternoon for a painful swelling on his right hand. Ness did not bring with him his winged assailant, for he hurried from its vicinity with all possible speed. He is sure, however, that it was an insect, and the doctors, judging from the character of the wound and the rather meager description of the bug that Ness in his agitation could furnish, say that it could have been nothing less than the redoubtable creature known to scientists as the Reduviid Melanolestes Picipes of the Heteropterous Hemiptera. When Doctor Dorr told Ness the scientific name of the insect the patient nearly swooned from fright and he could only be soothed by the assurance that it was all a terrible mistake about the beast's identity and that he was suffering merely from the bite of a tarantula. At that Ness regained his spirits and walked away from the hospital unaided.

According to the story told by Ness at the hospital he had raised his hand to his mouth to hide a yawn, when something lighted upon it. He tried to shake it off, but the bloodthirsty Melanolestes had sent home the sharp, poison-filled harpoon, which it carries slung betwen its front legs, and thus gained a firm hold. The pain was as if a thousand redhot needles had struck into the flesh. Ness then disattached the bug by rasping his hand on the edge of a table and lost no time in seeking medical advice.

His wound was a considerable swelling with a whitish circle about the small aperture. One of the hospital attendants expressed the opinion that the bug was flying straight toward Ness' mouth when it encountered his raised hand. Dr. Dorr, however, is something of an entomologist, and he enlightened a curious crowd that was drawn to the hospital at the news of the advent of the kissing bug with a description of the monster's habits. He holds that the bug is not partial to the region of the face of its victims, but will sink his proboscis in any available spot. The bug, he said, is better known as the "assassin bug," which commonly attaches to the family Reduviidae of which it is a member. It would be more appropriate, the doctor thinks, to apply the name "harpooning bug" instead of "kissing bug."

Normally these insects prey upon other insects, even exhibiting cannibalistic tendencies, but the thirst for human blood has developed in them apparently in recent years and seems to be growing rapidly. In parts of the East people have formed the habit of carrying with them a vial of ammonia for immediate application on the bite.

Special Officer John L. McCully of Alameda was bitten Saturday night by what he believes to have been a kissing bug. He is quite certain that it was not a mosquito that stung him, as the pain was unlike anything he had ever suffered. His face is somewhat swollen, but no serious results are anticipated.—*Chronicle.*

A FLAG INCIDENT AT HONOLULU.

HONOLULU, July 7th,
(*via* Victoria, B.C., July 13th.)

There was a flag incident here on the Fourth of July which promises to be made an international episode. Carl Klemme, the proprietor of the Orpheum Hotel, gayly decorated his building in American colors, hoisted the American flag over it and under the American flag the German flag. Later a friend of his wanted to use an American flag and Klemme good-naturedly loaned him his, leaving the German flag floating alone from the flagstaff.

J. H. West saw it and ordered Klemme to haul it down. There had been ill will between the two men before and Klemme refused to take orders from his enemy. West thereupon gathered a lot of soldiers from the transport *Sheridan* and showed them the German flag floating on the Fourth of July in American territory.

The soldiers at once proceeded to the roof, tore down the German flag and destroyed it and put in its place some red, white and blue bunting torn from the other decorations of the building. West was to-day fined $100 in the Police Court for malicious mischief, and the German Consul-General will make a report of the matter to his Government.—*Chronicle.*

SPERRY FLOUR MILL AT CHICO BURNED.

CHICO, July 11th,

The most disastrous fire in Chico in recent years occurred at 4 o'clock this afternoon, totally destroying the Sperry Flour Company's mill and two warehouses containing 1200 tons of wheat and barley, also a $6,000 water tower belonging to John B. Bidwell. The mill was in a three-story frame building standing on the site once occupied by the famous Bidwell mill of early days. It possessed a capacity of 200 barrels per day and was modernly equipped in every detail.

The fire originated in the engine room, where a spark ignited a pile of sawdust used for fuel, and within ten minutes from the start the entire structure was enveloped in flames. Being outside the city limits the Fire Department could make no fight. The loss on grain, building and contents is conservatively estimated at $80,000 and the insurance is $43,000. All of the grain stored in the warehouses was owned by the Sperry Flour Company.

A crew of men fought the flames with a hose kept for the purpose until they were driven outside. Their attention was then directed to saving the books of the company, and all of importance were secured. For a time it appeared certain that all of the large buildings belonging to Bidwell situated immediately north of the mill were doomed, but a sudden change in the direction of the wind saved them.

Several buildings in Chico caught fire from sparks carried by the stiff south-east wind, but without serious result.—*Chronicle.*

"TAILS I WIN."

The procuring of jackals' tails appears to provide a lucrative occupation to certain persons in Cape Colony. Says the *Argus*:—"There is one industry which pursues its even course of prosperity. I mean the jackal tail trade, which, in spite of the wholesale destruction of animals which goes on, flourishes like a green bay tree. I think it was Mr. Merriman, when on the stump lately at Dordrecht, declared that the country was paying at the rate of £25,000 a year to farmers for producing jackals' tails. Upon reference to the last published report of the Auditor General, I find over £12,000 for the same enterprising industry, so the payments must be doubling, perhaps since the farmers pleaded for the previous higher rate to be paid. So long as they can hold on to jackal tails they needn't fear absolute want. Why, at Vryburg, to take an instance, the rewards reach sometimes as much as £300 a month, while one lucky party drew at a go from the Government Office close on £100 for jackals' tails alone. The marvel is that the faster the tails are cut off the faster the jackals increase. A thriving business in fact."

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

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W. STUART HARRISON,
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Hongkong, 18th January, 1898. [135

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"
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with TABULATED STATEMENTS of PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

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Hongkong, 6th March, 1899.

EXCHANGE.

Hongkong, 11th August.

ON LONDON, Telegraphic Transfer 1/11¼
" Bank Bills, on demand 1/11 11/16
" Credits, 4 months' sight 2/0
" D/ments, 4 months' sight 2/0
ON BERLIN, (demand) M.2.01
ON PARIS, Bank Bills, on demand......2.48
" Credits, 4 months' sight......2.53
ON NEW YORK, Bank Bills, on demand...48
" Credits, 30 days' sight 48
ON BOMBAY, Telegraphic Transfer 147
" On demand 148
ON SHANGHAI, Telegraphic Transfer 72
" Private, 30 days' sight 73
ON YOKOHAMA, T.T. ......4 per cent. prem.
Sovereigns, Bank's Buying Rate $10.00
Gold Leaf 100 touch, per tael $52.75
Bar Silver 27
Dollars ......[illegible] per cent. prem.

The Share Market.

LATEST QUOTATIONS.

(August 11th.)

Banks.

Hongkong and Shanghai Banking Corporation—372 per cent. prem.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$24 buyers.
Do. Do. —$24 buyers.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$240 buyers.
China Traders' Insurance Co., Limited—$62.
North China Insurance Co., Ld.—Tls. 190.
Yangtsze Insurance Assoc. Ld.—$115 buyers.
Canton Insurance Office, Ld.—$140.
Straits Insurance Co., Ld.—$6½.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$310.
China Fire Ins. Co., Ld.—$88½.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$32½.
Indo-China Steam Navigation Company, Ld.—$66.
China and Manila S.S. Co., Ld.—$91.
Douglas Steamship Co., Ld.—$59.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$16½.

Refineries.

China Sugar Refining Co., Ld.—$168.
Luzon Sugar Refining Co., Ld.—$55.

Mining.

Punjom Mining Co., Ld.—$12.50.
Do. Preference Shares—$2.
Société Française des Charbonnages du Tonkin—$230.
Queen Mines, Limited—$0.50.
Jelebu Mining and Trading Co., Ld.—$14.
Raub A'lian Gold Mining Co., Ld.—$61½.
Olivers Freehold Mines, Ld.—(A) $8.
Olivers Freehold Mines, Ld.—(B) $6½.
Great Eastern and Caledonian Gold Mining Co., Ld.—$3.30.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—490 per cent. prem.
Hongkong and Kowloon Wharf and Godown Company, Limited—$93½.
Wanchai Warehouse and Storage Co., Ld.—$44.
New Amoy Dock Co., Ld.—$16.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld.—$10.
Hongkong Land Investment and Agency Co., Ld.—$106.
Kowloon Land and Building Co., Ld.—$30.
West Point Building Co., Ld.—$37.
Hongkong Hotel Co., Ld.—$126.
Humphrey's Estate and Finance Co., Ld.—$11.25.

Miscellaneous.

Green Island Cement Co., Ld.—$29½.
China-Borneo Co., Limited—5 buyers.
A. S. Watson & Co., Limited—$17.
Hongkong Electric Co., Limited—$15.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$185.
Geo. Fenwick & Co., Ld.—$43.
Hongkong Ice Co., Ld.—$130.
Hongkong High-Level Tramways Co., Ld.—$145.
Dairy Farm Co., Limited—$5½.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$12.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$75 sellers.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 65.
International Cotton M'fg. Co., Ld.—Tls. 72.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 70.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$4 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

OPIUM QUOTATIONS.

Hongkong, 11th August.

New Patna, ...837½ per chest.
New Benares, ...837½ "
New Malwa, credit ....710/720 per picul.
Old Malwa, credit ....740/850 "
Persian, paper tied ....680/770 "

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VESESLS IN PORT.

Steamers.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 7th August,—Sydney 8th July, Brisbane 13th, Port Darwin 21st, and Manila 4th Aug., General.—Gibb, Livingston & Co.

BENLEDI, British steamer, 1,500, R. Farquhar, 10th Aug.,—Moji 5th August, Coals.—Gibb, Livingston & Co.

CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.,—Moji 2nd Aug., General.—Butterfield & Swire.

CHANGSHA, British steamer, 1,463, T. Moore, 9th Aug.,—Shanghai 6th Aug., General.—Butterfield & Swire.

CHELYDRA, British steamer, 1,568, J. T. Davies, 21st July,—Calcutta, via Penang and Singapore 15th July, General.—Jardine, Matheson & Co.

CHUNSANG, British steamer, 1,417, E. J. Buller, 2nd Aug.,—Mororan 22nd July, Coal.—Jardine, Matheson & Co.

CITY OF RIO DE JANEIRO, American steamer, 2,275, W. Ward, 6th Aug.,—San Francisco 6th July, Honolulu via Yokohama Kobe Nagasaki and Shanghai 3rd Aug., Mails and General.—P. M. S. S. Co.

CLARA, German steamer, 675, A. Hansen, 10th Aug.,—Haiphong and Hoihow 9th Aug., General.—Jebsen & Co.

COPTIC, British steamer, 2,744, J. H. Rinder, 9th August,—San Francisco 14th July, Honolulu 21st, Yokohama 2nd Aug., Kobe 3rd, Nagasaki 5th, and Shanghai 7th, Mails and General.—O. & O. S. S. Co.

GODAVEREY, French steamer, 713, Orsim, 1st April,—Saigon 25th March, General.—Chinese.

HACTER, American steamer, 10,500, Comdr. C. H. Arnold, 7th Aug.,—Manila 4th Aug.

HANOI, French steamer, 705, Menard, 10th Aug.,—Haiphong and Hoihow 9th Aug., General.—A. R. Marty.

HUPEH, British steamer, 1,894, Pennyfather, 5th Aug.,—Singapore 31st July, Sugar.—Butterfield & Swire.

KEONG WAI, British steamer, 1,115, R. Unsworth, 9th Aug.,—Bangkok 1st Aug., Rice and Timber.—Yuen Fat Hong.

KIANGNAN, Chinese steamer, 1,347, F. A. Brissander, 10th Aug.,—Canton 10th Aug., General.—Kwong Man Woo.

KYOTO MARU, Japanese steamer, 1,666, T. Sakurai, 4th Aug.,—Moji 29th July, Coal.—Dodwell & Co.

LOOSOK, British steamer, 1,020, J. H. Jackson, 4th Aug.,—Bangkok 27th July, and Koh-si-chang 21th, Rice and Timber.—Butterfield & Swire.

ON SANG, British steamer, 1,983, J. Young, 7th Aug.,—Sandakan 31st July, Timber.—Jardine, Matheson & Co.

PHRA CHULA CHOM KLAO, British steamer, 1,012, B. Pigot, 29th July,—Bangkok 25th July, General.—Yuen Fat Hong.

SANDAKAN, German steamer, 1,374, E. Muhle, 31st July,—Sandakan 26th July, Timber and General.—Melchers & Co.

SIAM, British steamer, 992, F. J. Ferguson, 10th Aug.,—Bangkok 3rd Aug., General.—Bradley & Co.

TARSANG, British steamer, 977, Albert Smith, 8th Aug.,—Sourabaya (Direct) 31st July, Sugar.—Jardine, Matheson & Co.

THALES, British steamer, 820, T. Hall, 30th July,—Foochow 27th July, Amoy 28th, and Swatow 29th, General.—Douglas, Lapraik & Co.

TIENTSIN, British steamer, 1,250, Dawson, 8th Aug.,—Bangkok 3rd Aug., General.—Butterfield & Swire.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 9th Aug.,—Manila 6th August, General.—Jardine, Matheson & Co.

ZAFIRO, American steamer, 675, A. C. Whitton, 7th Aug.,—Manila 4th August.

Sailing Vessels.

KELAT, British ship, 1,822, John Hughes, 5th Aug.,—New York 3rd April, Case Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, August 11th, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. E. J. W. Slade, Foochow.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., cruising.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. Montgomerie, Nagasaki.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wray, cruising.

Centurion, 1st class battleship, 10,000 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.

Daphne, [illegible] cruising.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, cruising.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, cruising.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.

Phœnix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Singapore.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.

Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Wei-hai-wei.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Foochow.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, cruising.

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, cruising.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.

Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.

Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun.

Stromboli, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.

Aleout, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Elkisky, at Vladivostock.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.

Dimitri Donskoi, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostock.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.

Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff, at Vladivostock.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock.

Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.

Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Group, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.

Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p. Capt. C. Parenayo, at Port Arthur.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.

Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock.

Zabiaka, Russian cruiser, 1,330 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Sveaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 280 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossiisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorojnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sklv, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchan, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strashni, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungur, Russian torpedo boat, 140 tons, [illegible]

Osetr, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
† Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.

Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.

Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at Cheloo.

Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.

Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.

Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.

Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.

Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.

Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.

Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow.

Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.

Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizel, at Manila.

Pluvier, French despatch-boat, 545 tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.

Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.

Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.

Vouban, Franch flagship, 6,150, Capt. Boutet at Haiphong.

Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.

† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.

Géfion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.

Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul.

Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.

Kaiser, German flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.

Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.

Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.

† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila.

Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. Whiting, at Nagasaki.

Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.

Collier, U.S. supply-ship, [illegible] tons, 1,800 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666 i.h.p., Capt. W. H. Whiting, at Manila.

Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt.-Com. J. B. Briggs, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 3,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Manila.

Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.

Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.

Nanshan, U.S. collier.

Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, at Manila.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila.

Yorktown, U.S. gunboat, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Manila.

Zafiro, U.S. dispatch-vessel.

Post Office.

A Mail will close:—

For Kudat and Sandakan—Per *Sandakan* to-morrow, the 12th instant, at 9 A.M.

For Swatow, Amoy and Tamsui—Per *Formosa* to-morrow, the 12th instant, at 10 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha* to-morrow, the 12th instant, at 10 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *City of Rio de Janeiro* to-morrow, the 12th instant, at 10.45 A.M.

For Europe, &c., India, via Marseilles—Per *Yarra* to-morrow, the 12th inst., at 10.45 A.M.

For Hoihow and Haiphong—Per *Hanoi* to-morrow, the 12th instant, at 5 P.M.

For Yokohama and Kobe—Per *Trieste* to-morrow, the 12th instant, at 5 P.M.

For Kobe—Per *Australian* to-morrow, the 12th instant, at 5 P.M.

For Shanghai, Nagasaki, Kobe and Yokohama—Per *Canton* to-morrow, the 12th instant, at 5 P.M.

For Straits and Calcutta—Per *Moravia* on Monday, the 13th instant, at 9 A.M.

For Manila—Per *Yuensang* on Monday, the 14th instant, at 11 A.M.

For Manila—Per *Zafiro* on Monday, the 14th instant, at 8 A.M.

For Moji, Kobe, Yokohama and Portland, Or.—Per *Lennox* on Saturday, the 19th inst., at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Prinz Heinrich* on Tuesday, the 15th instant, at 5 P.M.

For Europe, &c., India, via Tuticorin—Per *Parramatta* on Saturday, the 19th instant, at 11 A.M.

For Nagasaki, Kobe and Yokohama—Per *Rosetta* on Saturday, the 19th instant, [illegible]

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver [illegible] *Empress of Japan* on Wednesday, [illegible]

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokohama.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.

Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.

Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.

Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.

Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.

Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.

Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.

Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.

Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.

Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.

Yamato, 1,480 tons, 10 guns, 1,600 h.p.

Tenriu, 1,550 tons, 10 guns, 1165 h.p.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p.

Amagi, 1,030 tons, 13 guns, 720 h.p.

Gunboats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko

Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.

Atago, 620 tons, 10 guns, 700 h.p.

Maya, 620 tons, 10 guns, 700 h.p.

Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan

Soko, 572 tons, 4 guns, 400 h.p.

Iwaki, 600 tons, 6 guns, 400 h.p.

Chinto, 490 tons, 5 guns 472 h.p.

Chinsei, 490 tons, 5 guns, 472 h.p.

Chin Hoku, 490 tons, 5 guns, 472 h.p.

Chin Pui, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats.

Ikadutch, Japanese torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, Hongkong.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

1 boat (Normand), 75 tons, 3 torpedo-tubes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery training ship.)

Kanjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)

Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)

Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p.
(used as training ship.)

Asama, sailing corvette, 1,420 tons, 12 guns.
(used as a hulk.)

Jingei, wooden paddle steamer, 1,465 tons, 2 small guns.
(used as torpedo training ship.)

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, Smith—Hongkong, Canton and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, S. W. Goggin,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,800, A. M. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.

Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.

Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

White Cloud, British steamer, 752, A. Cruickshank,—Hongkong, Canton, and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, Munds,—Hongkong, Canton and Macao Steamboat Co.

Lungshan, British steamer, 108, Murdoch,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah [illegible]

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, [illegible]—Kwong Wan Steamship Co.

Cheung Kung, [illegible]—Kwong Wan S.S. Co.

[illegible] American [illegible]

Kongpak, British steamer, 171, C. Jones,—Kwong Lee Steamship Company.

[illegible]

[illegible]